

HANGAR ECHOES

MARCH 2012



EAA Chapter 168 ★ Dallas, Texas

ing cast surrounding the airplane to assist. A few little bugs and a weak battery made things a little interesting, but the engine came to life and could have been powered by all the smiles of the onlookers and “staff”.



Paul Dye at the controls of during the first engine run - photo by Ernie Butcher

RV-1 - Airworthy and Flying Again!

By David Buono (above photo by Doug Reeves - Vans Air Force)

It's only been a month since the last Hangar Echoes issue, but a lot has happened with the RV-1 in that time. At the time of the last update, the engine hadn't even ran yet. In just a month's time, the little birdie has sprouted wings and left the nest!

Shortly after our last Hangar Echoes, on Saturday January 28th, the engine of the RV-1 was started for the first time. Paul Dye was in the cockpit with a strong support-

After a few more engine runs and other miscellaneous fixes and installs, the project was ready for the DAR in-
(Continued on page 4)

March 7th Chapter Meeting

The March Chapter meeting will be on

Wednesday

March 7th. It will be held at the Farmers Branch Library, located on the north-west corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00 p.m.



Our speaker this month will be R.M. Doody. He is rebuilding a Hummel Bird at Grand Prairie Airport. The Hummel Bird is a single seat, 37 HP, all aluminum airplane.

You can read more about the Hummel Bird on their web page: <http://www.flyhummel.com>

March 10th Chapter Fly In

East we go... Tyler Pounds Airport (KTYR) is our destination this month. We'll meet on the ramp in front of the restaurant at 11am for lunch at the SkyLine Café, home of the "Belly Buster" hamburger. See if you have what it takes to finish off this 1 pound burger on a 10 inch bun! It gives me heartburn just thinking about it.

They are towered, and their smallest runway is 4850x150, so fly whatcha got. No excuses!

March 27th Social Gathering

We have a real treat this month for our normal social get-together. We are visiting the flight simulator center in Carrollton. What? You didn't know there was a flight simulator center in Carrollton? Better yet, they actually focus on small GA aircraft!

See more info on page 8 of this newsletter. Get all the details, and we hope to see you there!

March 13th Board Meeting

The BOD meeting will be held on Tuesday March 13th at the Farmers Branch Library at 7:00 PM. The minutes from the February BOD meeting recorded by Frank Prokop are as follows:

Directors In Attendance: Michael Stephan, Bruce Fuller, Frank Prokop, Ann Asberry, Mel Asberry, Pete Miller, Bill Bracken, John Phillips, Norm Biron, and Brad Roberts

Notes:

- The board discussed future fly-in locations, meeting speakers, and newsletter folding hosts.
- The treasurer's report was given by Brad
- The previous North Texas EAA Chapter organizational meeting at Terrell was success. The next one is scheduled for March 10th at Terrell airport again. This may be the HQ for the group; committees will be formed soon. Norm Biron will forward all emails from this group to the 168 BOD.
- Chapter renewals were discussed (Insurance, Chapter Fee, etc.)
- We need a BOD slate for the April meeting. Norm volunteered to ask folks for their participation.
- A safety seminar, hosted by Lucky Luke of DAS, together with other chapters could be planned for late Spring or the Fall. This could be done on a Saturday, 9 to noon.
- EAA168 membership is dwindling. Norm and Bill will ask local aircraft modelers (associations) to come to our meetings as many of their members have dual "citizenships" since an airplane is an airplane whether it's big or small. Also, we need to invite the kids/parents that are involved with Young Eagles to visit us. Chapter 1246 mails info to other chapter about their upcoming meeting; does 168 need a membership coordinator?
- Thanks to Pete Miller we have a new link from our old website to his/our new one; the new site is pretty snazzy and obviously will eventually be our only site. Thanks, Pete!!!
- We need to investigate the need to have an alternate meeting place besides our Library. This would be a contingency plan; Brad volunteered to check out local organizations, hangars, etc.
- Would a trip to the National Air & Space museum in Washington, DC interest anyone? It probably would be a driving vacation. Could put this in the newsletter to see if it generates any interest.



From The Desk of the President

By Michael Stephan

If this is winter, what is summer going to be like?

Answer: Don't care. The flying is still good.

It is going to be hard to stop flying long enough to get the condition inspection done, but it is that time of year for my RV-8. I break it into four pieces and test fly between the segments. It limits the amount of things that could go wrong on any one flight.

Leading such a great Chapter is humbling, and I can't help but look back at how I got here. My first two years were occasionally attending a meeting and sitting at the back. I didn't know anyone. Then one day I was asked to participate. In my case it was helping edit our award-winning newsletter. What a ride it has been since then. I have been on the board, an officer, and been to many young eagle events in the past dozen years. The more I participated, the more fun I had.

Coming up in April, we have the elections for our Board of Directors. We have a couple of opportunities for members to get involved. Participation on the Board requires a meeting once month to steer the direction on the Chapter. Many of our Directors have served for multiple years, and I would guess all enjoyed the experience. Now it is your chance to get more out of your membership.

If you are interested, contact Norm Biron (vicepresident@eaa168.org). He is leading the nomination committee.

We have some good things going for the month of March. The Chapter meeting will feature the building and flying of a Hummelbird. On Saturday the 10th, we fly out to Tyler for lunch, where the food is always very good. Then at the end of the month, we are invited to visit a company that gives instruction via simulators. I hope to see many of you there at those events.

Many times events spring up after the newsletter is printed. I'm not a big user of social media sites, but it is a good way for us to communicate some of these items. I think it would be a good idea to leverage this technology to get together with shorter notice. Look forward to some awesome chapter tweets.

March is a great time to go flying. Let's go do it.

Social Media and Chapter 168

By Michael Stephan

Most EAA chapters have an airport that they call home. Our Chapter is spread out across many airports. Unless it is published in the newsletter, it is hard to organize any event at the last minute. Phone and email work somewhat, but it usually doesn't reach everybody in a timely manner.

That is where social media can help. It is a way to stay connected. Facebook is nice, but I'm thinking something more like instant text messaging to a group of recipients. That is Twitter. It allows a message (a tweet) to be delivered to a group (called followers). So if you were following me on twitter, every time I had something interesting to say, I would tweet that out and you would get it instantly on your twitter account. You can read the tweets on an app on your phone, or use your computer.

Scenario: Unusually warm February day with light winds and blue skies begs me to go flying. I think I will fly to Cedar Mills for lunch. I wonder if anyone else is interested. I could tweet where I was going and others could join. If they replied to the tweet, I would know to wait for them.

Another use would be to tweet reminders about meetings and speakers. That would be handy as our meetings bounce between Wednesday and Tuesday. It would also be a way to reach out to prospective members who don't get the newsletters.

I have started a twitter account for the Chapter a few years ago, but it is not very active. I think now is the time to start using it. The address is @eaa168. You have to have a twitter account to be able to follow the Chapter on twitter. It is easy to sign up and accounts are free. The website is www.twitter.com (pretty simple). To get started all you need is your name, an email address, and to create a password. I set one up for my airplane in about 3 minutes, then set it up to follow Chapter 168 (@eaa168). I instantly got the last four chapter tweets, which were in 2009.

I apologize to all those who followed us soon after I started the account for the lack of interesting tweets. We will do better.

I'm hoping the use of twitter will enhance your Chapter 168 experience. Follow us on twitter @eaa168 and find out.

RV-1 (Continued from page 1)

spection. Was there even a question as to who would be doing the inspection when the time came? Of course, it was chapter 168's own team of Mel and Ann Asberry.



Mel performing a thorough airworthiness inspection

The airworthiness inspection coincided with the chapter's fly-in at Hicks, so the chapter was well represented. After a chapter lunch at the newly reopened restaurant on the field, The Beacon Café, the 10 or so chapter members in attendance made their way over to Jay Pratt's hangar. After about 30 minutes of perusing the RV-1 along with other projects in various stages of completion, most members headed for home. The lone flyer in the group was Glenn Snyder, who was brave enough to make the trek over from Aero Country despite the high winds. He headed out as well, hoping to beat the worst of the winds forecasted for later in the afternoon.

As Mel started his inspection of the project, the few chapter members that were left quickly got put to work. Despite a number of very experienced RV builders going over the airplane, of course Mel managed to find a few things that needed to be addressed. A few people go to work on the tail wheel assembly while Michael Stephan grabbed a tube of goop and started a baffling patch job in



*(left) Paul Dye tends to the tail wheel assembly
(right) Michael Stephan plugs some baffling holes*

the engine compartment area.

Just after taking the above pictures, it was my turn to get my hands dirty. It turns out an orphaned antenna wire was forgotten about in the wing, but nobody could remember which wing. I started with the right wing, reaching my hand into the inspection hole in search of the forgotten cable. I came up empty, so over to the other wing I went. A little feeling around, and my hand landed on the cable in question. I snipped it as far in as I could and pulled out the remaining piece.



The author gets his hands dirty looking for a stray cable - photo by Jerry Alexander

After the items were attended to that Mel uncovered, word came from Jay's office that the project was now an airplane!

Everybody knows there's only one thing left to do to make the airworthiness certificate official, and that's to take a picture of Mel handing the signed copy off!

(Continued on page 5)



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RV-1 (Continued from page 4)



If you look real close, you can see the “pink slip” in Mel’s hand - Photo by Jerry Alexander

Those are genuine smiles on the faces in that picture! Now time to fly this thing! The wind did not cooperate that day, so the “second” first flight of this bird would have to wait.

A little over a week later on February 19, the stars aligned to make an attempt at getting this thing in the air.

The following is the first flight report written by Paul Dye on Vans Air Force:

Taxi and take-off were normal for a tail dragger. The brakes are definitely sensitive, but once the pilot calibrates themselves, it should not be a problem – they need to be very careful the first time they are applied however. Lateral stability on the ground is not as positive as most RV’s – once the tail starts to swing, it feels like it would have a tendency to go around – more like a normal tail dragger than the very stable RV’s. The tail wheel is very

firm, and sends considerable feedback through the airframe when hitting bumps – pilots should be aware – no damage appears to be done by this.

Take-off was normal for an RV- tail came up in about 100 - 150 feet of roll, acceleration was good, and control at lift-off was positive. Speeds weren’t recorded on this flight, as we really don’t know how accurate any of the instruments are. The initial rate of climb was quite good – about what we would expect for the horsepower. The airplane felt well-trimmed with the tab in a neutral position, and pitch forces were normal.

The airplane was climbed to 3,000’ over the field (field elevation approximately 850’), and several orbits were performed to evaluate handling. In typical RV fashion, roll and pitch are harmonious, and the rudder is fairly heavy at normal flight speeds. Roll and pitch are sluggish compare to a modern RV, but perfectly adequate and not out of the ordinary for production aircraft. Comparing it to modern RV’s, the controls are more like an RV-8 than an RV-4 – good, but not at all light. Trim is quick, but the range is not great. Turns to both left and right were performed, and stability seems strong in all axes.

Most of the cruise testing was done at approximately 2350 RPM, but the tachometer calibration seems questionable. Airspeed was about 140 mph indicated at that setting. Flaps were lowered through full range below 100 mph, and stability was good. Stalls were not approached (although the landing behavior was excellent, so we anticipate good stall characteristics). Oil pressure was solid at 80 psi, oil temperatures never got above 140 – 150 degrees. VSI reads in the correct direction, but calibration is unknown. Airspeed indicator and altimeter appear to be reasonable. Compass may or may not be adequate – will have to further evaluate.

After orbiting the field several time, the flight left the pattern, flew about four miles to a neighboring field, then
(Continued on page 6)



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RV-1 (Continued from page 5)

returned for a pattern entry.

Flaps were lowered below 100 mph to two notches on downwind leg. Trim was all the way nose up, but additional backpressure was required to hold an approach speed of about 75 mph. This was not uncomfortable, but it appears that there is inadequate trim force available to hold a slow approach speed. I considered lowering full flaps on final approach, but the geometry of the cockpit and flap lever made this too difficult to attempt on final, so the landing was accomplished with 2/3rds flaps.

The landing round-out and flare was positive, very stable, and easily predictable. A three-point landing was attained on the first try, and brakes were not applied until it was clear that the airplane was done flying. Control was good, and there was no tendency for it to depart either right or left – surprising, given the visually obvious gear alignment issues. The alignment does not need to be adjusted for flight purposes.

Post-flight shutdown was normal. After de-cowling, the only problem found was a seeping oil cooler hose fitting that needs to be replaced.

The next step, as many of you know, was to get through phase 1 testing with no incidents and a broader understanding of the flight characteristics of this airplane. Paul had to go back to his life in Houston, so Roy Geer stepped up and began flight testing in the skies over Hicks. With a total of 6.2 hours on the hobbs since recertification, the RV-1 was officially signed out of phase 1.


What’s next for this historic bird? First up is the “coming out and vendor appreciation” party. That is scheduled for this coming Saturday at Hicks (March 3rd). The plan is to hang out on the ramp in front of the Beacon Restaurant, with the RV-1 front and center, from 10am - 2pm. If the

weather cooperates, they plan to fly the RV-1 that day as well. You can also sit in the cockpit (if you can fit) if you’d like. It does make a great photo op!



Here I am auditioning for PIC duties. I was quickly eliminated as a candidate when it was revealed I have ZERO tail wheel time - Photo by Jerry Alexander

Next for the RV-1 is to head east towards Sun-n-Fun with a few stops along the way for “show and tell”. The Friends of the RV-1 non-profit group plans on showcasing the airplane all over the country and Canada while on their way from SnF to Oshkosh for AirVenture, where the plane will be donated to the EAA museum. EAA is planning an opening day ceremony, where Van himself will hopefully be flying the airplane in for it’s last flight before taking it’s rightful place in the museum. They still need donations (tax deductible), and more information is available on their web site: <http://rv-1.org/>



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Motorgliders

By David Cheek

This is a confusing word, because gliders normally do not have motors. In the soaring world, we use two different terms instead of the less accurate “motorglider”. The terms “sustainer” and “self launcher” are used to describe the type of motor installed in an otherwise standard glider. These words describe the kind of performance you can expect from the motor.

The sustainer is the less expensive and more common type of soaring aircraft with an engine. This engine is small, and is only intended to sustain the aircraft and bring it home at the end of a failed soaring day. It is small, with a small propeller (usually five or more blades) and usually does not have a starter. The airplane cannot takeoff with this engine. In normal use, the engine is extended in flight, a compression release is activated, the airspeed is increased to windmill the engine and the compression release is released (?) so the engine starts. You need some extra altitude to allow for this, and you should have a landing spot ready in case the engine does not start. We have three or four of these in our members hands at Texas Soaring (the club does not own any).

The second type is larger and more expensive, the self launcher. It generally has a larger engine, a two bladed prop which must be aligned with the fuselage to be stowed and a starter. The larger engine also usually has to cool down briefly after being shut down and before stowing. The prop must be aligned with the fuselage or the entire assembly cannot be stowed. The drag penalty is large. Starting is accomplished with the starter, and the engine can be run on the ground. Most self launchers cannot be steered on the ground under power and therefore cannot taxi. The advantage of this type motor is that you don’t need a tow plane; you are largely self-contained, depending on the requirement for a wing runner.

The final item is probably what most power pilots think of when the term “motorglider” is used. It is a nearly normal light aircraft, with longer than normal wings and a feathering propeller. These aircraft are usually bad gliders and poor airplanes. I took a ride in a Grob 109, an early motor glider with a Volkswagen derived engine, fixed tail dragger landing gear, and side by side seating. It was introduced in the early 1980’s, and I was not impressed. It climbed poorly and did not have differential brakes or a steerable tail wheel (later models improved on this). I have seen several over the years, and one of our members has one at Texas Soaring.

There are a few new variations on this motorglider concept, probably brought about by the large number of new designs produced by the light sport aircraft regulations. There are motorgliders with retractable landing gear and some with “sling blade” propellers which promise less drag than a feathered conventional propeller. Most of these aircraft can be taxied, after a fashion. They have large wing spans and can be in trouble at smaller airports with narrow taxiways. I consider these aircraft to be airplanes which can soar poorly. The manufacturer considers them to be self launching gliders, and they apply for that (a glider) when they apply for the type certificate. Once the airworthiness authority has agreed, the aircraft is considered a glider and my opinion is not important. These aircraft operate more like ordinary aircraft than gliders. They generally do not soar well, and we don’t see many of them at soaring sites. The control panels usually look more like aircraft than gliders. They rarely have flight recorders or high quality soaring instrumentation.

There are three different methods that can be used to put a glider into the air; aero tow (with another airplane), ground launch (either a winch or auto tow) and self launch. Your initial license is based on which ever method you used during the FAA checkride. Additional launch type privileges are granted by glider flight instructors via log book endorsement after proper training.

The most common type of power for any of these types is a gasoline engine. There is an electric motor self launcher in production and there are jet powered sustainers and self launchers (but only one or two of the jets right now).

In summary, a motorglider is an airplane that tries to be a glider. A soaring airplane with an engine can either be a sustainer to get you home, or a self launcher to give you complete independence. This is confusing, but I hope it is a little bit clearer now.



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ATRC

By Michael Stephan



AVIATION TRAINING & RESOURCE CENTER

On Tuesday March 27, instead of getting together for a social gathering, we are going on a field trip to the Aviation Training and Resource Center (ATRC) located at 2550 East Trinity Mills Road, Suite 126 in Carrollton. We will meet there at 7pm.

ATRC is not a big airplane simulator like Simuflite, instead it caters to smaller GA aircraft. They have several different simulators. They can simulate small pistons, high performance pistons like the Cirrus and even some twin-engine aircraft. They also have several different courses. They not only offer proficiency training and specific model simulations, but they also have a unique beginner's course called the "Wannabe Program". They can also simulate the advanced glass panel aircraft.

Having played with cheap computer flight simulators as a kid, I'm looking forward to getting my hands on some high tech simulators. This should be very interesting and fun!

As fuel and airplanes get more expensive and computers get more powerful, the future of flight training will include greater amounts of simulator time. So, join us on Tuesday March 27 and get a look at the future.



Spotted In The Skies Over Fort Worth

By David Buono

It's not every day you're driving along and see the world's only flying B-29 fly overhead. My father-in-law and I were driving home from the eventful RV-1 day described in the previous story. Just when I thought we couldn't squeeze any more airplane activities into the day, I hear the unmistakable sound of history in the air. I looked around for the source, and low and behold, there she was. I pulled over and snapped a few pictures before continuing our journey home.

I learned later the plane was in the air for some pilot recurrency training before the airshow season gets underway. They were doing touch-and-go's at Alliance, and little did they know, impressing everybody that happened to see her!



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Cross Country Planning - The Next Level

By David Buono

Most of the time, when pilots think about cross country planning, they think of planning a flight of more than 50 miles. This is the FAA's definition of "cross country". But what about when a cross country flight really does cross the country? This takes planning to a whole new level!

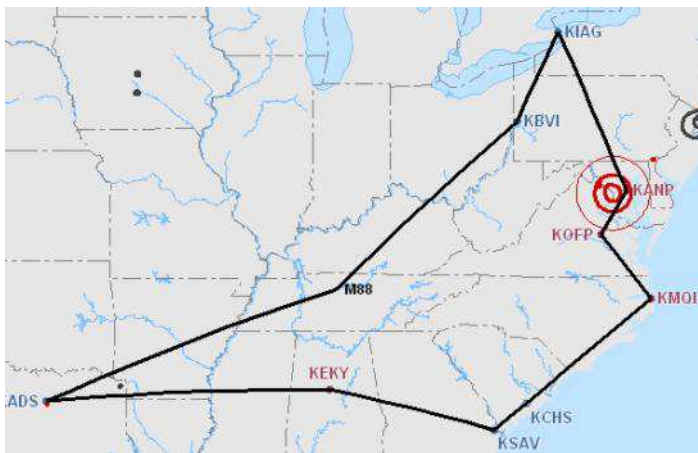
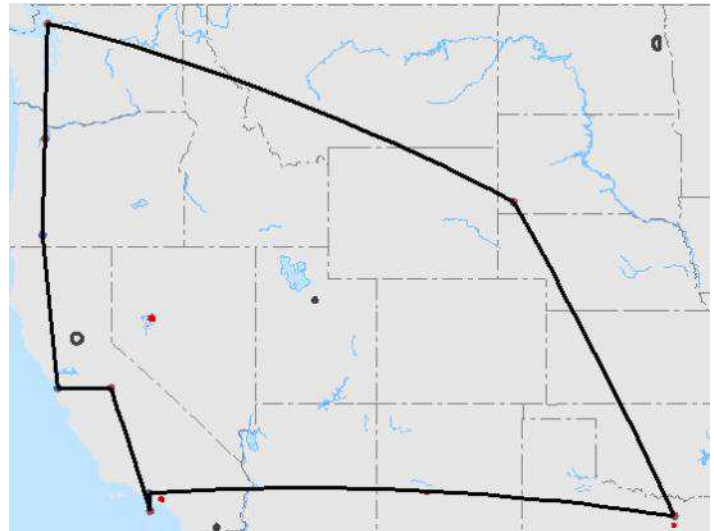
Back in 2006 when my wife and I were still just dating, we set off on a 2 week flying trip to the east coast in my old Cherokee 235. Planning that trip was a new experience for me, as I had never planned a trip of that magnitude. But there were several things that made the planning for that trip manageable.

- We had to be in Richmond, Virginia in the middle of the trip for a friend's wedding on Saturday night.
- Prior to moving to Dallas, I lived in Annapolis, MD and still have friends there.
- I'm born and raised in Pittsburgh and still have a ton of family there that I don't get to see much.

These points provided 3 "must stops" for our trip. Also, my wife has a pilot uncle who lives in Birmingham who we don't get to see much. Bingo! 4 stops already spoken for. Add a few more cities and we have ourselves a trip. On top of all that, I was fresh off earning my IFR rating so I was very proficient in that airplane. Oh, and the whole "no big rocks poking up through the clouds" thing really helped too!

ing things and prioritizing where we wanted to stop. One of the first things we did was eliminate all potential stops in New Mexico and Arizona. Those can be done on weekend trips. After that, we had to cut a few stops out of California (wow that's a big state). Now we have a more manageable trip.

We built a little more wiggle room into this trip because I'd rather not fly IFR or at night in the mountains. If we fly it as we have it now, the trip would be about 1000 more miles than our east coast adventure! The plan is not finalized yet, so things may change. Mid June is the target dates for the trip, so stay tuned as the planning progresses!



Our east coast trip route from 2006

Fast forward 6 years, and here we sit trying to plan a similar trip to the west coast. Remove all the "must stops", add big mountains and unpredictable IFR weather, and you have a much harder trip to plan.

We looked at a map and listed all the places we'd want to stop. Reality quickly set in, and we had to start eliminat-

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Upcoming Events

(editor's note: When the "Upcoming Events" section returns to the newsletter, it can only mean one thing... Summer's not far away! The next few months are a great time to fly before the heat of the summer really sets in. The wind can be a problem, but the temps are usually great!)

When: March 3-4

Where: Aviation Institute of Maintenance, Irving TX

What: EAA's SportAir Workshops - Composites, electrical, fabric covering, sheet metal, and kit building are all on the docket. Some may be filled, but waiting list spots are available. The SportAir workshops are a great way to get an intro to different aspects of airplane building. More info available at: <http://www.sportair.com>

When: March 3, 10am-2pm

Where: Hicks Field (T67)

What: RV-1 Fly-In - Come out and see the RV-1 up close and personal before it heads off on it's country wide tour. More info available at: <http://rv-1.org/>

When: Tuesday March 6, 7pm-9:30pm

OR

Saturday/Sunday March 17-18, 9:30am-3:30pm

Where: ATRC, Carrollton

What: Advanced Weather For Pilots Class - This class reviews most weather that is taught to pilots, but adds advanced factors, and shows how they can help in avoiding convective experiences of the worst kind. Weather factors specific to Texas and tornado alley will be covered as well as new weather terminology. Subjects will include weather factors, weather hazards to aviation, printed weather reports and forecasts, graphic weather reports and forecasts, weather sources, and getting good briefings for convective weather.

The Tuesday class meets every Tuesday in March. The cost of either class is \$60, and class size is limited.

If you would like one of the remaining seats for either of these classes, contact Wayne Fink at wfinkinstruct@gmail.com or call 214-455-6784

When: Saturday March 31

Where: Meacham Airport (KFTW)

What: Spring Fling Vintage Aircraft and Car Show - Greatest Generation Aircraft will host their annual Spring Fling/Fly In 2012 on Saturday, March 31 at Meacham Airport, Fort Worth from 9 am to 6 pm: Static Displays, Tours Rides!!! Pre-Book Rides Save Time, 817 659 9249. Rides in a WWII C47, 1929 TravelAir. Other aircraft on display and available for tours/photos: B25 Bomber, P51 Mustang, A26K Nimrod, CG4A Waco Glider Restoration project, and more!!! Will also have vintage car motorcycle show w/people's choice awards!!! 10 to register for People's Choice competition, free to just park...free admission to event when registering vehicle. Admission to event is 10 per car load, free to members of GGA. There will be food and aviation-related displays/vendors. More info: <http://www.gga1.org/>

When: March 27 - April 1

Where: Lakeland, Florida (KLAL)

What: Sun-n-Fun - The annual kick-off to the flying season takes place in Lakeland every year. The USAF Thunderbirds, the only flying B-29 "Fifi", the RV-1... There's something for everybody this year! More info available at: <http://www.sun-n-fun.org>

When: Saturday June 2, 8am-11am

Where: Midway Airport (KJWY)

What: Annual Pancake Breakfast Fly-In - Classic Airplanes and fighters, helicopter rides, remote control model flyers, Midlothian Classic Wheels, Gold Wing Road Riders, music, kids trackless train and face painting, and vendor booths. Breakfast tickets: Ages 8 and over \$6, 3 to 7 \$3 & 2 and under free. Event and parking are free. For more info, contact Tammy Bowen 972-923-0080 or tbowen@waxahachie.com

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For Sale: Sensenich fixed pitch aluminum prop setup for a O-360 (76" dia 65" pitch, spacer and 12" dia. spinner) Less than 60hrs since installed new. \$2750 Bill Bracken 817-925-4699

For Sale: Slick Mags removed from O-360 Lycoming, #4371 Impulse (366 hrs), #4370 Non-Impulse (zero hrs), includes spacer and harness, will need drive gear for 4370. 4371 \$300 - 4370 \$750 OBF Marvin Brott pmbrott@sbcglobal.net 214-726-9117

For Sale: David Clark headset TSO \$100. Hydraulic Wing jack for RV aircraft (RV Easy Lift System). New condition – used once. \$140. Tail dragger dragger for RV or other tail wheel aircraft. \$125. Tools: Pneumatic and hand. Just about enough to build an RV or other sheet metal aircraft. 35 items, mostly from Avery Tools and all ready to work. New price for these tools is more than \$1850. Sell for \$700. Aircraft parts, 20-50% of cost: New UMA suction gauge , electric boost pump, tachometer, rod end bearings, aluminum tubing, Call or email for list and prices. George Kilishek (972) 250 2906 or s_kilishek@yahoo.com.

For Sale: Granbury Texas Airpark Home/Hanger For Sale \$269,900 - 3509 Nassau Ct., 76049 (Nassau Bay) Beautiful home with large hanger on Nassau Bay Airpark. Two story home with enclosed upstairs patio, two separate living areas, iron/brick fenced, covered RV parking. Hanger is 50x34 and has 2 electric automatic doors with direct access to hanger from house. Well maintained and move in ready. Website with pictures: <http://mysite.verizon.net/resy4wnc/index.html> Owner: bob_myrick@me.com or 214-729-2260 Realtor: Pam Knieper at 817-243-8345 / pam@knieperteam.com

For Sale: Sensenich fixed pitch aluminum prop setup for a O 360 (76" dia 65" pitch, spacer and 12" dia. spinner). Less than 60hrs since installed new. **LOWERED PRICE** \$1850 - Bill Bracken 817-925-4699

For Sale: Fiber Glass Cloth For Sale Bi directional 8H satin Weave Aeronautics/Aerospace grade, 13.3 mils thick, 50" wide, warp strength 562 lbf/in, fill strength 518 lbf/in, 14.43oz/sqyd, compatible with all resins, in original packaging 125 yard rolls. Comparable price at Aircraft Spruce, over \$9/yard. \$400 per roll, that's only \$3.20 per yard to EAA members. Cut lengths \$7/linear yard 50" wide with a \$50 minimum. Call Jim Carney 214-763-6784.

To place an ad: Submit requests for aviation related For Sale or Want ads to the newsletter Editors. Ads are free to Chapter 168 members. Ads from nonmembers will be run on a space available basis. Ads will be run at the newsletter Editors discretion.

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Experimental Aircraft Association

Dallas Chapter 168
PO Box 168
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DALLAS CHAPTER 168 MEMBERSHIP APPLICATION/RENEWAL FORM

- New Member
- Renewal
- Info Change

Membership dues for EAA Dallas Chapter 168 are \$20/year.

Make checks payable to EAA Chapter 168

Mail application to:
EAA Dallas Chapter 168
PO Box 168
Addison, TX 75001-0168

National EAA offices:
Experimental Aircraft Association
EAA Aviation Center
PO Box 3086
Oshkosh, WI 54903-3086
<http://www.eaa.org>

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Copilot (spouse, friend, other): _____

Address: _____

City: _____ State: _____ Zip: _____

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